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THIS IS UNEVALUATED INFORMATION

1. Between 1 May and 9 August, the adjustment of the guns on type-27 aircraft was observed from a distance of 10 to 25 meters at Werneuchen airfield. (1) First the nose guns were adjusted and then the aircraft was turned for the adjustment of the tail guns. The shots were fired at a circular target which was erected at a distance of 25 meters. The target was checked after each round of each gun.
2. A flexible gun was installed under the plexiglass nose. It could be shifted to all sides within a radius of 180 degrees. The barrel was fitted with a perforated jacket and extended about 60 cm forward of the plexiglass nose. The part of the gun inside the nose was about 30 cm long and had a pistol grip. For the adjustment a belt with about 15 cartridges was inserted. The gunner fired while in the prone position. From the burst heard it was estimated that about 15 shots were fired per gun. The type of ammunition and the bore indicated that an ammunition of a smaller caliber than the German 7.9 mm infantry ammunition was used. The flexible machine gun had regular front sight which was protected by a ring, about two or three centimeters in diameter. The rear sight was located on the section of the machine gun inside the nose. During the adjustment of the flexible nose gun, [] a box-shaped device with levers and control grips. The device was installed low enough to enable the gunner freely to handle the machine gun and to operate the box without changing his prone position. (2)
3. For the adjustment of the fixed guns a little carriage with two batteries was connected to the rear of the fuselage. On a command which was shouted from the open cabin, soldiers adjusted the rear of the aircraft. Sheet-metal covers were removed from the sides of the fuselage and parts of the guns became apparent. After the first round had been fired, the hit was scored and the result shouted to the mechanics who, thereupon, worked on the guns. This was repeated several times with one gun and then with

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the other nose gun. The two fixed guns were installed right and left of the nose of the aircraft. The barrels extended 5 to 15 cm from a recess. (3) The caliber was estimated at about 20 mm or a little larger. The caliber of the rear guns was probably smaller, because the cartridge shells on the ground differed in size. It was not possible to pick any shells up, because they were immediately collected by soldiers. The man in the cockpit was sitting in the same position as a pilot and usually looked down. An instrument similar to a German gun sight on the cabin roof was not seen. (5) [] observed that the guns were loaded. Two men carried a box, about 50 cm long, 30 cm high and about 15 to 20 cm wide, to the aircraft. These boxes contained ammunition on disintegrating belts. Some of the cartridges had yellow, and some had blue heads. Other colours were not remembered. A sheet metal cover was removed from a part of the cover which protected the gun. A man mounted the pilot's cabin and reached with his hands through the opening taking the ammunition belts on board and stored them in a box. [] the length of the belts, but believed that they were not longer than three meters and estimated that there were six or seven layers stored in the box. The loading process lasted about ten minutes. Special attention was paid to the wings, but no guns were observed there.

4. The tail turret was fitted with a twin barrel gun which projected 50 to 90 cm from the turret and was protected by a perforated jacket. At the end of this jacket the two barrels were connected by a metal piece. [] who had previously assumed that the tail guns could be moved only slowly, realized now that they were traversed easily. The loading of the tail guns was seen only at the right side of the plane. It was done in the same manner as the loading of the nose guns. During the firing, the tail gunner looked at a black box which was attached to the lower part of the rear window. A gun sight at eyelevel was not seen. When the guns were in landing position, i.e. they pointed upward, the two slots of the tail turret were closed by venetian blinds. (4)

5. During the maintenance service on type-27 planes, [] observed that bombs were taken aboard. The bombs were pulled in vertical position, probably by a hoist, into the aircraft. They were about 1 to 12 meters (sic) long and 25 to 30 cm in diameter. []

[] stated that the tail of the bomb was similar to that of the FAB-100; otherwise it was slimmer and more like the FAB-50. [] did not observe vanes on the tail fuses. The weight of the bombs was estimated at 100 kg. Since the bombs were very rusty, they were probably taken from old stocks to be used for bombing practices. Color markings were not seen on the bombs. (5)

6. The black rectangular field which had been previously observed [] and was believed to be a mechanical device, was now identified as a flap about 30 x 15 cm wide which opened in the rear during the landing. The hinges pointed in flight direction. There were horizontal metal plates attached to the upper and lower end of the flap, so that the gap became visible only from behind. On parked aircraft the flap was closed. []

(6)

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7. Some type-27 planes had box-shaped devices under the fuselages. By 4 July 1952, 16 aircraft were provided with such a device. By 8 August, one aircraft was seen flying with the device. The type-27 aircraft fitted with it were parked in one line in hangars 1 and 3. The purpose of these devices was not determined. [] that a device to release tow targets was concerned, since [] observed the release once on a type-30 plane which was not equipped with such a device. (7)
8. The searchlights, about 10 to 15 cm in diameter installed in the engine nacelles, were extended when in operation. There were no other lights seen on type-27 aircraft except for the position lights.
9. The towing of aircraft at the field was observed every day. The towing vehicle approached the nose wheel of the aircraft with a tow bar. A wire cable which connected the nose wheel with the main landing gear was quickly hooked in. In several cases the two wheels of the main landing gear were interconnected by a wire cable.
10. [] an engine with removed cowling, but [] that a cap had been removed from the front part of the power unit displaying devices, rods, pipes, etc. [] that no outboard starter unit was used on type-27 aircraft. An established starting procedure could not be determined. Sometimes the right engine was started first and sometimes the left engine. Outboard devices [] included the aforementioned low cart with two batteries, a large black box on three wheels with tools etc for the maintenance service and a cart with two cylinders which were smaller than German cylinders for compressed air. They had yellow caps on top and were both connected to one pressure gauge which had a rubber hose that was occasionally connected to some part of the aircraft during the maintenance work. [] know whether these cylinders contained oxygen or compressed air. But [] they were not required for the starting engines.
11. It was not possible to determine how many persons stood by one aircraft during the maintenance service. There were sometimes more than 10 aircraft parked in one line and the personnel were moving back and forth to borrow tools from one another. Maintenance work was done every Monday and, on individual planes, also during the week. The crew, composed of the pilot who ranked from lieutenant to major, a second officer who was a second or first lieutenant and was probably the navigator and the two gunners who were sergeants was always present for the maintenance service in order to supervise the mechanics. The crew was never composed of four officers. However there was a third officer in addition to the other four crew members. The front cowlings were removed and the engines were serviced by seven EM and one officer. The same personnel then worked on the landing gear checking the tire pressure and the shock absorber legs. Two men dismantled the tail turret and cleaned the guns. The stripping, cleaning and reassembling of the tail gun turret required two to two and a half hours. These two mechanics also worked on the nose guns. The maintenance service lasted from about 7:30 a.m. to 1:30 p.m.

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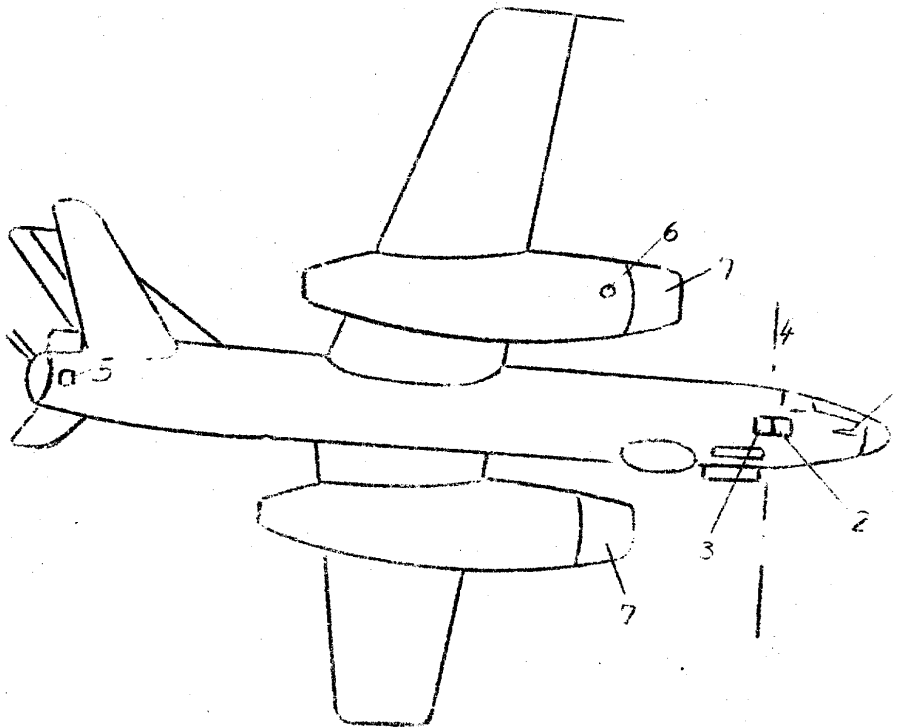
- 25X1 12. [] never observed the refueling of the aircraft which generally was done at night.

25X1 [] Comments.

- (1) See Annex 1 for sketch of details seen on a type-27 jet bomber.
[]
- (2) See Annex 2, Sketch 1 for details of the nose of a type-27 plane with a flexible machine gun.
- 25X1 (3) [] stated that the nose guns extended about 50 to 60 centimeters beyond the nose.
- (4) See Annex 2, Sketch 2, for sketch of details on the tail gun turret.
- (5) See Annex 2, Sketch 3, for sketch of details of the cockpit.
- (6) See Annex 3 for sketch of flap on tail assembly.
- (7) See Annex 4 for sketches of box-shaped devices seen on type-27 aircraft.
- 25X1 (8) [] Comment: This should probably read 1.2 meters or 2 meters.

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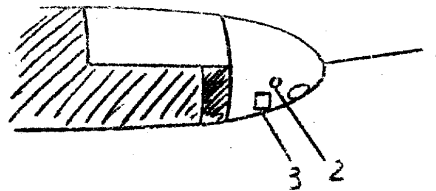
Type-27 Jet BomberLegend.

- 1 Access for barrel of nose gun
- 2 Metal sheet which was removed for the adjustment of the guns
- 3 Metal sheet which was removed for the loading of the guns
- 4 Line indicating the location of items 1 to 3
- 5 Metal sheet which was removed for the loading of the tail gun
- 6 Searchlight
- 7 Engine coupling which was removed for the maintenance work

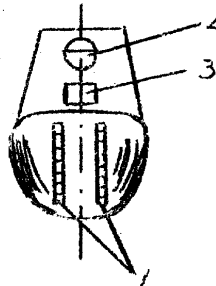
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Nose Section of Type-27 AircraftSketch No 1Legend.

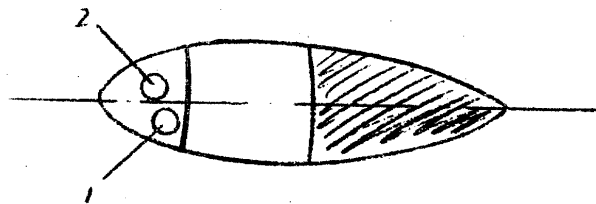
- 1 Nose
- 2 Flexible machine gun with pistol grip
- 3 Box-shaped device with levers and control grips

Tail Gun Turret of Type-27 AircraftSketch No 2Legend.

- 1 Slots for gun barrels to be closed by venetian blinds
- 2 Head of tail gunner
- 3 Instrument for the tail gunner to look at during the shooting

Sketch No 3Pilot's Cabin of Type-27 AircraftLegend.

- 1 Head of pilot
- 2 Head of second officer. (Became visible only when the aircraft was started or while it taxied.)

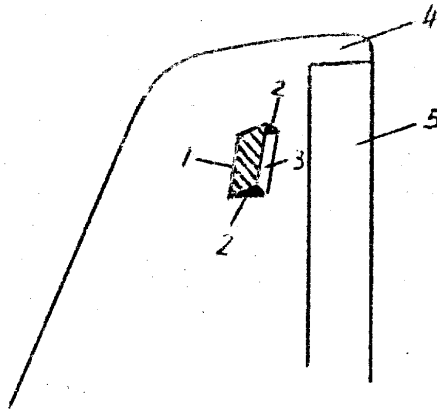
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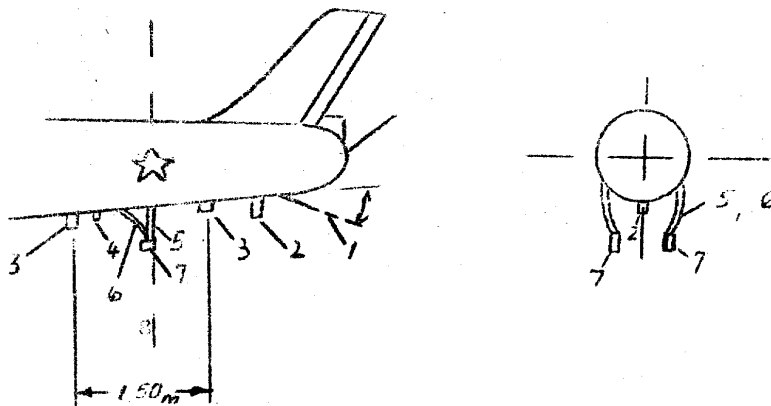
Annex 3

Rectangular Flap Observed on Type-27 AircraftLegend.

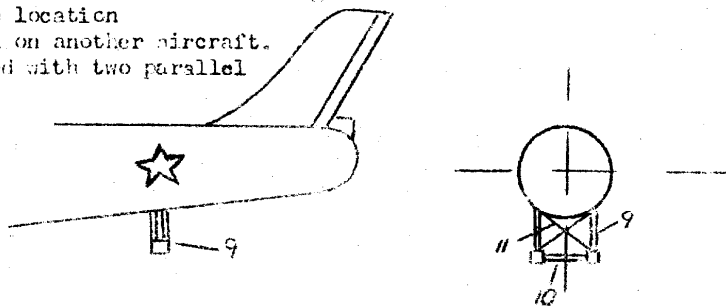
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- 1 Black painted flap
 - 2 Horizontal metal sheets at the ends of the flap
 - 3 Gap with extended flap, about 30 cm long and 10 cm wide
 - 4 Fin
 - 5 Rudder

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Devices Seen on Type-27 AircraftLegend.

- 1 Entrance hatch for tail gunner
- 2 Dark tube, 12 cm long and 3 cm in diameter
- 3 Two small pegs, about 5 cm long and 3 to 3.5 cm in diameter
- 4 Leg, similar to item 3; it was not determined whether it really existed.
- 5 Tube, about 2.5 cm in diameter, with a screw at its end which extends into the aircraft and is fastened by a screw nut.
- 6 Curved tube. A wire which is fastened by a screw to the tube leads into the aircraft.
- 7 Box-shaped device, about 6 cm long and 3 cm wide and 5 to 6 cm high. The entire device extends about 35 cm below the fuselage.
- 8 Line indicating the location
- 9 Similar device seen on another aircraft. This unit was fitted with two parallel tubes.
- 10 Connection between the two boxes
- 11 Bracing

not to scale

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